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Hongkong Daily Press.

ESTABLISHED 1857

No. 15,947. 號七十四百九千五萬一第一

日五月四午年元號宣

HONGKONG, WEDNESDAY, JUNE 2ND, 1903.

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[a40-2]

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11 a.m.	11 a.m.	Saturday	Sunday	11 a.m.	11 a.m.	Sunday	Saturday
8.50 p.m.	"	Sunday	"	8.50 p.m.	"	"	"
9.15 p.m.	"	Monday	Wednesday	9.15 p.m.	"	Wednesday	Saturday
5 a.m.	"	"	"	5 a.m.	"	"	"
6.55 a.m.	"	"	"	6.55 a.m.	"	"	"
3 p.m.	"	"	"	3 p.m.	"	"	"

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NOTICE TO CORRESPONDENTS.
Only communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.
HONGKONG, JUNE 2ND 1909.

We pointed out yesterday how matters appear to stand in regard to the projected new tramway to the Peak. Sanction must be obtained from the Government either for the line to be carried up the Glenelg Ravine on trestles, or for it to pass in a cutting across the western end of the new gardens. The Works Committee has recommended the rejection of the trestle scheme, and we have been asked what there is that can be said in favour of the encroachment on the Public Gardens. There certainly are two opinions on the subject. Mr. DUNN, the Superintendent of the Botanical and Forestry Department, has said all that there is to be said against this encroachment, but, seeing that the promoters are practically restricted to this route, it will be for the Legislative Council to say whether Mr. DUNN's arguments are so entirely convincing as to warrant the rejection of the Works Committee's recommendation that this route through the Gardens should be adopted. We share the view that Mr. DUNN has attempted to prove too much in his minute. There is a considerable amount of "honest exaggeration" in his statement of the case against the proposed route, and in view of the fact that the question is one of considerable interest at the moment, it occurs to us that it may be useful to present "the other side of the case" embodying our own views and others which we have heard expressed on the subject. In the first place we have heard it suggested that a little "honest exaggeration" is shown in writing of the proposed route as "through the Public Gardens," which is probably misleading to many people. To be precise, it was

never contemplated that the new tramway to the Peak would run "through the Public Gardens," but only skirt the western edge of what for a long time was called "the New Gardens," which are separated from the Public Gardens proper by the public road to the Albany, the higher parts of Hongkong city and the Peak. These new gardens, made out of the site of Duddell's Coffee Garden, which had a large residence on it, are probably not one-third the size of the Public Gardens proper, to which they, indeed, form an additional means of access, and as such, it may be pointed out, they would afford a most convenient site for a station, enabling people living lower down to have easy access to Gardens, besides giving those living above them better facilities for getting to or from the town. Mr. DUNN in his Minute says his position throughout has been supported by the conviction that the promoters in their anxiety to secure the concession of a second route to Peak have "overlooked, or at any rate not adequately considered, the limited number of those whom the tramway is intended to benefit compared with the immense mass of what may be called the intelligent middle classes of Chinese and Portuguese who would suffer in a special degree if the tram were run in this way through one of the most important sections of the Public Gardens." It is not easy to follow this argument. Does Mr. DUNN mean that an "immense mass" of people frequent this part of the Gardens? If so it will be news to many who are familiar with the place. But the point we wish to make, as against the argument advanced by Mr. DUNN, is that the tramway would provide an easy means of access to the Gardens, and would be likely to increase the popularity of the Gardens among all classes of the community. It is admitted by the Superintendent that the Gardens are not now the favourite resort of the English community that they used to be, but he suggests the possibility of European residents again making them a favourite resort at any time. Surely nothing would better serve to promote than that the easy means of access from the Queen's Road that a cable tramway would provide. We cannot see that "the intelligent middle classes of Chinese and Portuguese" would suffer "in a special degree" if the tram ran through the western portion of the new gardens as proposed; on the contrary, a far larger number might confidently be expected to share in the benefits now enjoyed by the comparatively few. A tram station in a corner of the Gardens would, we venture to think, be regarded by most people as a direct inducement to visit the Gardens.

The next point in Mr. DUNN's Minute is "the detriment which would be caused to the beauty and seclusion of the Gardens by this particular kind of encroachment." Some sacrifice of beauty is certainly involved, but does not the Works Committee represent the view of the public generally when it says that the damage involved to the Gardens "is not so serious as to justify the rejection of the route"? As to the "seclusion" argument, Mr. DUNN says:—"The noise made by a cable tramway must be well known now to every resident; the rattling of the wheels over which the cable runs can be heard far from the present line, and it is through the part of the Gardens, most remote at present from noisy roads, that it is proposed to run these trams." A sufficient comment on this is provided by the fact that all the houses, the two churches and a hospital along the existing line have been built since the tram line has been in operation, and probably more building in that neighbourhood has only been prevented by lack of sites.

While we are aware that two blacks never yet made a white, it is worth mentioning that if the tramline were laid through the western corner of the Gardens, Hongkong would not be the only place in the world where such a thing has happened. Does not Edinburgh afford a striking example? There the railway with several lines of rails, and with locomotives burning smoky coal, passes right through one of the most beautiful gardens of one of the most picturesque cities of the world. Sentiment has been sacrificed to practical utility there to a much greater extent than is demanded in Hongkong. Having regard to the fact that the proposed route is not right through the Gardens, as at Edinburgh, but on the western edge of the new gardens, does not the argument that the beauty and seclusion of our Public Gardens will be destroyed by a tramline seem overstated? If a gentleman's private park were in question we could understand the plea for protection of its seclusion, but when there is every desire to induce the public to make the Gardens a favourite resort, we suggest that nothing could be calculated to serve that purpose better than the provision of easier means of access than now obtain.

The English Mail of the 1st May was delivered in London on the 10th inst.

The Mayor of Manila has been robbed. Thieves entered his residence one evening last week and carried off a complete double set of harness valued at about £100.

A report has been made to the police that between Sunday afternoon and Monday morning a robbery was committed at St. Stephen's College. The safe in the library was opened and £600 in money was stolen.

Now that the Phillipine Assembly has come to an end great political activity is noted among the Nacionalista and Progressista parties, both of which are preparing the field for the struggle for the mastery at the November elections.

During the three days ended at noon yesterday there were only four cases of plague—one in Kowloon City and three in Shanghai Street. The total for the year is only 81—a great improvement on the returns of previous years.

Mr. Brotherton Harker, architect and surveyor, of 17 Queen's Road Central, reported to the police that the letter box bearing his name was wrenched off his office door and stolen between Saturday afternoon and Monday morning.

Mr. J. S. Dobie, the Hongkong agent of the Chinese Engineering & Mining Co., Ltd., informed us that the total output of the Company's three mines for the week ending 15th May 1909 amounted to 32,930.56 tons and the sales during the period to 27,786.69 Tons.

William Vincent, conjurer, Victoria Cinematograph, failed to appear at the Magistrate yesterday to answer a charge of disorderly behaviour in the Hongkong Hotel and also in the charge room at the Central Police Station, and his bill of \$10 was declared estreated.

The return of visitors to the City Hall Library and Museum for the week ending the 30th May, 1909, shows that of non-Chinese there were 355 to the Library and 141 to the Museum, and of Chinese 208 to the former and 1,894 to the latter. The Library was, therefore, used by 563 persons and the Museum by 2,035.

The Rev. F. B. Meyer, in the course of an address at Kuala Lumpur, mentioned Ipoh particularly as having given him great pleasure. Many young planters and business men, he said, had come by motor or otherwise several miles to the meetings there regularly, and men had systematically left their sports and other engagements for the time that they might come to support and encourage him, and possibly help themselves.

A week ago an engineer reading at the Sailor's Home complained that while riding in a rickshaw at West Point the coolie took him up a side street and with the assistance of another relieved him of his watch and chain and \$40 in money. Yesterday Inspector Robertson placed the ricksha puller and a cooler before Mr. Hasselwood, who sentenced them to three months imprisonment each and to be exposed in the stocks for six hours.

Manila is free from cholera. So says the Bureau of Science after a thorough examination of the dejecta of suspected cases. While three deaths from disease that closely resembled cholera occurred last week, none were Asiatic cholera as suspected, but rather ptomaine poisoning, known in Manila cholera nostris, as resulting from bacteria found in meat and fish, in which decomposition has commenced owing to the excessive heat.

In an article on Chinese Banking in the *Peking Daily News* the following paragraph occurs:—"An incident which is more than illuminating occurred a few weeks ago when a certain Chinese went to the Post Office to purchase some stamps. He tendered a bank note of the TaChing Bank, but was requested to pay with a note of a foreign bank, which he also had in his possession at the time. The foreign note was thus preferred to a currency of its own Bank. This is a state of affairs which for the credit of Chinese Banking institutions should not be permitted, and no effort to inspire confidence, at any rate in the Government Bank, should be spared."

An ordinance just passed in Java which came into force on June 1, falls heavily upon Chinese secret societies in Netherlands India. A fine of one hundred guilders or three months' rigorous imprisonment is the penalty on every Chinaman found in possession of secret society documents or emblems, or caught wearing the distinguishing marks of these organisations. Those who preside over the meetings of such societies, allow meetings to be held in their houses, or jail to inform the authorities on such gatherings being held incur similar penalties. The latter also fall upon Chinese who recruit for these societies, supply them with money, or give them help in any way.

At the date of last advices from Saigon, a peculiar strike was engaging public attention. Eighty native workmen employed on quay construction work there suddenly struck on May 3, and refused duty. No persuasion could induce them to turn to. They demanded that the working day should at once be reduced from eight hours to six hours, but that the wages should remain the same. One of the ringleaders has been arrested, and several others are likely to be prosecuted for interference with freedom of labour. Worse still is a strike of over one thousand carpenters at Chinese shipyards at Cholon, near Saigon. They stopped work because the employers refused to give advances demanded. The workmen have formed themselves into union. The strike had lasted two months on May 13.

A Bill now under discussion in the Lower House of the Dutch Parliament, gives the Netherlands India Government greater controlling power over the harbours and coaling station at Sabang in Palembang, and authority to organise a port trust there. In Holland there is no longer any hope that Sabang will outrival Singapore and Penang. But it is confidently believed that the port has a great future. One significant fact is that the number of ships calling there increases yearly. The *Java Bode* speaks highly of what has been done so far, in improving the port and the accommodation at Sabang.

A significant sign of the times, says the *Bangkok Times*, is to be found in the report that some of the gambling houses in Bangkok have recently been losing considerable sums. The Farmers, of course, bid high for their farms, and not less so perhaps in a bad year, since they expect that people with a less income than usual will gamble to retrieve their fortunes. But either people are not doing so to the same extent, or they are unable to raise any money to gamble with. Anyhow our contemporary is credibly informed that much less money than usual is finding its way to the gambling houses of Bangkok. If there is less money to spare for a fixture in the gambling houses, cash must be very difficult to come by at present.

The North Borneo Trading Co., Ltd., proceeded against J. D. W. Thompson, lately employed in some of the docks at Hongkong, for breach of contract. The assessors, Messrs. Dale, McCreath and Co., gave their opinions in favour of defendant, and the judge, Mr. Turner, gave judgment and compensation in accordance therewith. Counsel for the plaintiffs, Mr. G. E. Morrell, immediately notified the judge that he was not bound to accept or set on the opinion of assessors, and was informed that the court was aware of it, but agreed with the opinions given. Mr. Morrell at once gave notice of appeal. This was heard by the Governor and Mr. Pearson, sitting as judges of the High Court, and was upheld, costs being given for appellants and an order made for the damages to be assessed. This confirmed the views held by Mr. Morrell and other people who were at loss to account for the finding in the Sessions Court.

LOCAL SPORT.
LAWN TENNIS LEAGUE.
The third series of matches in the Hongkong Tennis League will be played this week. The draws are:

Tai Kok	Craigengower	Ch. Y.M.C.A.	Lantau
Civil Service	Ch. Y.M.C.A.		
Kowloon			
Y.M.C.A.			

LEAGUE TABLE.

	P.	W.	L.	PTS.
Y.M.C.A. (European)	2	2	0	4
Craigengower	2	2	0	4
Kowloon	1	1	0	2
Y.M.C.A. (Chinese)	2	1	1	2
Lantau	1	0	1	0
Schoolmasters	1	0	1	0
Civil Service	1	0	1	0
Tai Kok	2	0	2	0

THE TYPHOON OF 1908.

REWARDS FOR BEAVERY.

It may be remembered that during February last, rewards were conferred by H. E. The Vicerey of Canton on certain members of the Chinese staff at the Taishan Station of the Kowloon Customs, for life saving and bravery displayed during the Typhoon of 27th July last. The exertions of the Foreign staff have now been similarly rewarded, and on the 22nd May Mr. Holworthy, Deputy Commissioner, Kowloon Customs, on behalf of the Commissioner, had the pleasing duty of presenting Certificates of Merit conferring Official Buttons, bestowed by the Vicerey on the following foreign members of the Kowloon Customs staff:—

Messrs. W. J. Hewett, H. A. Adamsen, C. Hack (since deceased), J. E. Greenhalgh, H. Leissner, J. E. Tomlinson, H. Larsen, M. Garibaldi (since resigned)—Fifth Class Button and Merit Certificate; Messrs. L. W. Luckin and P. Pickford, Sixth Class Button and Merit Certificate.

Messrs. W. J. Hewett and H. Larsen, in the Revenue Launch *Kowloon*, were instrumental in rescuing 13 survivors from the s.s. *Ying King*, which vessel foundered off Castle Peak during the typhoon. At Taishan, under the direction of Mr. Adamsen, the work of rescue was gallantly performed by Foreigners and Chinese, Messrs. Hack, Greenhalgh, Tomlinson, Leissner and Garibaldi actually manning the gage at considerable risk to themselves. The united efforts of Foreigners and Chinese resulted in the saving of over one hundred lives.

ANNUAL MEETING OF THE LEGISLATIVE COUNCIL.

As announced by advertisement in Monday's *Daily Press*, a meeting of the Unofficial Justices of the Peace is convened for the 10th instant, for the purpose of nominating a Justice as a member of the Legislative Council to take the Hon. Mr. Follock's seat during his absence.

We learn that Mr. Murray Stewart has agreed to stand, and that he will be proposed for election by the Hon. Mr. W. J. Grosson and seconded by the Hon. Mr. E. A. Hewett. Mr. Murray Stewart's return to the Legislative Council will, we are sure, give general satisfaction, for when he sat as the representative of the Chamber of Commerce during the Hon. Mr. Stewart's absence from the Colony last year, Mr. Stewart showed himself to be a keen critic, a Rupert of debate, and altogether an acquisition to the Colonial Legislature.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 1st at 12.05 p.m.—The barometer has fallen slightly over the Loochees, and risen moderately to slightly over Annaan, S. China.

Pressure remains high over Japan and in moderate excess of the normal also over China.

It is relatively low over the China Sea.

Fresh or moderate N.E. and E. winds may be expected in the Formosa Channel and along the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.07 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Hongkong & Neighbourhood* Same as No. 1.

South coast of China between Cholon, near Saigon, and Lamphook. Same as No. 1.

Hongkong and Hainan. Same as No. 1.

(*) N.E. and E. winds, fresh; fair at first, some rain later.

The forecast for the 24 hours ending at noon to-day is as follows:

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[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS".]

A SENSATION IN ITALY.

LONDON, June 1st.

A sensation has been created in Italy by a speech delivered by Sir Marcova, President of the Legislative Chamber, urging an increase in the military strength of the country.

The glorious fiftieth anniversary of the liberation of Lombardy, he said, ought to inspire the nation to devote all its energies to freeing the country from the yoke of the foreigner lying in ambush on the frontier.

The funds of the Society naturally were not touched.

Yours truly,
HELENA A. V. MAY.

President Hongkong Benevolent Society.

CORRESPONDENCE.

SUPREME COURT.

Tuesday June, 1st.

IN ORIGINAL JURISDICTION.
BEFORE HIS HONOUR SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

THE MITCHELL DIVORCE SUIT.

T. A. Mitchell brought action against John Lemm claiming \$15,000 as damages by reason of the defendant having on the 12th and 13th days October, 1904, and on the 11th and 12th days December, 1904, and on divers other dates before and after the said dates, wrongfully, wickedly and unjustly debauched, and carnally knew one Henrietta Maud Mitchell, then being the wife of the plaintiff and bearing his name. Plaintiff also claimed the sum of \$14,012.84 as special damages, being the costs and expenses which plaintiff had incurred of and incidental to the divorce proceedings instituted by him in the first divisions of the Court of Session, Edinburgh, Scotland, against the said H. M. Mitchell, his wife, in consequence of the defendant's misconduct, and in which divorce proceedings, the improper conduct of the defendant with the said H. M. Mitchell was alleged and proved to the satisfaction of the Court.

Sir Henry Berkeley, K.C., instructed by Mr. D. V. Stevenson (Messrs. Deacon, Looker and Deacon), appeared for the plaintiff, while Mr. M. W. Slade, instructed by Mr. J. Scott Harston (Messrs. Ewens and Harston) represented the defendant.

Mr. Slade moved that the cause of action in this case should be dismissed because all the questions at issue between the parties had been decided in a previous action. In 1907 the plaintiff commenced an action against the defendant claiming damages for the adultery which he alleged the defendant had been guilty of with plaintiff's wife. That action came on for trial last year, and it was dismissed on the ground that the right to bring the action had been taken away by certain legislation in the Colony. In the latter part of last year an Ordinance was passed which affected that particular subject, so that now an aggrieved husband had the right to bring an action as to what was called criminal conversation against any person who was alleged to be guilty of adultery with his wife. The plaintiff commenced a fresh action against the defendant for identically the same offence as had been alleged against the defendant in a previous action. All the facts upon which the plaintiff claimed relief in this action were set out as the plaintiff's ground for relief in the earlier action. The actual acts of misconduct later alleged in the last action were to be found in the statement of claim coupled with the particulars which were ordered to be given in respect of the allegation in respect of that claim. All these acts of misconduct, alleged in the present action, were not fresh; therefore, to put the matter in well-known technical words, the cause of action in the two actions was the same. In these circumstances he submitted that the very wholesome principles of English law came into play, by which a person was not allowed, when he had been unsuccessful in one action, no matter for what cause, to harass his opponent by a second action.

Sir Henry Berkeley stated that the words *res judicata* imported, when used as a defence, that the matter had been adjudicated upon. Unless the question to be re-opened had already been adjudicated upon, it would be a contradiction in terms to apply to that matter the words *res judicata*. What was held when this action was last before the Court was that there was no right to bring the action. The reason for the conclusion at which the Court arrived was given in his Lordship's judgment. Legislation had since been passed giving the right to bring such an action as the present, unless it could be shown that the subject matter had already been a subject for the determination of the Court. No matter in dispute between the parties had ever been adjudicated upon.

After further argument the hearing was adjourned until to-day.

LIFE IN THE EAST.

Now is a place beyond all others where one must not take things too seriously—the midday sun always excepted. Too much work and too much energy kill a man just as effectively as too much assured vice or too much drink. Flirtation does not matter, because every one is being transferred and either you or she leave the Station, and never return. Good work does not matter, because a man is judged by his worst output and another man takes all the credit of his best as a rule. Bad work does not matter, because other men do worse and incompetents hang on longer than anywhere else. Amusements do not matter, because you must repeat them as soon as you have accomplished them once, and most amusements only mean trying to win another person's money. Sickness does not matter, because it's all in the day's work, and if you die, another man takes over your place and your office in the eight hours between death and burial. Nothing matters except home furnishings and acting allowances, and these only because they are scarce. It is a slack country where all men work with imperfect instruments; and the wisest thing is to escape as soon as ever you can to some place where amusement is amusement and a reputation worth the having.

The space left blank has not got the Straits, but India, in the original (Kipling's) *Thrown Away*; but one does not need to be cynical to hold that the description applies with equal force to 's part of the East, says a Penang contemporary.

HOW TO BE BEAUTIFUL. Keep your complexion, Mrs. Ellen's Crème Charnante, Lait Charnant and Special Skin Tonic and Poultice Charnante will enable you to do it. Your Speciess for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

[453]

HONGKONG PHILHARMONIC SOCIETY.

The annual meeting of the members of the Hongkong Philharmonic Society took place yesterday at the City Hall. The Hon. Mr. F. H. May presided.

The CHAIRMAN congratulated the society on the successful season it had had and remarked that it had been less interrupted than the previous season by dinner parties. They appreciated this attitude on the part of the public. Undoubtedly the most important work undertaken was "The Wreck of the Hesperus," for the success of which they were indebted to Mr. Deaman Fuller for his labour in connection with the orchestration of the piece. The committee also wished to thank Mr. and Mrs. Grove, Mrs. E. G. Barrett, Miss Eborotheron Harker and the Rev. M. Longridge for their services. They were sorry, he added, to lose the services of their hardworking secretary and he was sure they would all join in extending their best thanks to him. The treasurer would have something to say on the accounts and he would content himself by remarking that they would doubtless have learned with satisfaction that they carried forward a balance of \$348 to begin the work of next season. He trusted that that season would be as prosperous as the last (applause).

Mr. BEAVIS (hon. treasurer) moved the adoption of the accounts, which was seconded by the Hon. BASIL TAYLOR and carried.

The committee was constituted as follows: Messrs. F. C. Barlow, C. E. H. Beavis, R. T. D. Soyle, J. A. Young, W. L. Patterson and Rev. A. B. Thornhill; the appointment of secretary was left with the chairman.

It was unanimously decided to ask Mr. Deaman Fuller to undertake the conductorship of the society next season, and with a vote of thanks to the Chairman the proceedings terminated.

The annual report was in the following terms:

The Committee of the Philharmonic Society have much pleasure in presenting the Annual Report for the Season 1908-1909.

The membership of the Society shows a gratifying increase over that of last season. We have the following additional Vice-Presidents:—Messrs. C. E. H. Beavis, F. B. L. Bowley, W. A. Dowley, Major-General R. G. Broadbent, c.b., and the Hon. Mr. W. J. Gresson, whilst the number of ordinary members has increased from sixty-six in 1907-1908 to ninety-two in 1908-1909.

This large increase is mainly due to the alteration in the Rules, sanctioned by the Extraordinary General Meeting of November last, whereby ladies and gentlemen are permitted to join the Society as subscribing members with all the privileges of vocal and instrumental members except that of voting on any question under discussion at special or general meetings.

During the past season, the Society gave two concerts as compared with only one in the previous year.

The first concert was held in the St. George's Hall on Friday, January 8th, 1909 and included, amongst other items, Vincent's "Choral Fantasy" on Old National Airs, by a chorus and orchestra of some eighty performers. In spite of the inclemency of the weather, the concert was well attended.

The second concert took place on Tuesday, April 27th, 1909 and though, from an artistic point of view, it admitted to have been in no way inferior to the former one, the audience was considerably less, due probably to the fact that the concert had to be given late in the season.

Hamish MacCunn's Work "The Wreck of the Hesperus," by chorus and orchestra, was the main item at this concert, and the time and care necessary to produce a work of this nature rendered an earlier date for the concert impracticable. No orchestral parts of this work being available, the orchestration—no light task in view of the very small number of performers—was so ably undertaken by the conductor as to suggest the desirability of adopting this practice for the future, having regard to the difficulty of obtaining a full complement of instruments.

The task of orchestrating this work (which is nothing if not descriptive) for the handful of performers available might have appalled a less capable musician than Mr. Deaman Fuller but, in a few days, he produced a score, which gave the greatest satisfaction to all concerned, and which contributed in very great measure to the success of this item on the programme. The committee have since gladly accepted the orchestral parts which Mr. Fuller has kindly presented to the Society.

The committee desire to express their most sincere thanks to all those members who took part in the concerts, especially to Mr. and Mrs. F. Grove of Canton, Mrs. E. G. Barrett, and the Rev. M. Longridge, c.s.

The Society is also greatly indebted to Miss Brotherton, Harker for the gifted manner in which she has acted as hon. accompanist to the Society throughout the season.

It is with regret that the Committee have to announce that Mr. Golsthorpe is leaving the Colony and thus will no longer be able to carry on the duties of Hon. Secretary. His untiring and painstaking performance of such duties calls for the emphatic appreciation of the Society.

In previous years, the expenses connected with both concerts exceeded the receipts in each case being met from the Subscriptions or General Fund. The Society is, however, to be congratulated on possessing, after paying all expenses, a balance of \$348.54 to be carried forward to the account for next season, when it is hoped that members will again cordially support the Society in its efforts to promote music of a high standard in Hongkong.

F. H. MAY
President.

AMERICAN DELUSIONS.

HUMOUR AND HUMOUR.

The New York Correspondent of the *Daily Telegraph*, writing last month said—

The increasing space devoted to interviews with prominent Europeans indicates that the American newspapers are rather surprised by the Turkish atrocities, with which their columns have lately been full. It also shows that the big discussion about what the railroads may do and what they cannot under the recent decision of the Supreme Court, a matter of vital importance here but difficult for laymen to follow intelligently, has given place to the very definite conviction that Trust prosecutions will not be popular during the Taft régime, and that the Public Prosecutor's hopes of dissolving the Standard Oil or Harriman Railroad mergers have been finally blasted.

That is the general impression, and it remains to be seen whether Mr. Taft, by his actions, will convince us otherwise. American capitalists are rather satisfied by the prospect, and had Mr. Taft as a "decently safe man, opposed to all ideas of confederation." It is a relief here to read the aforesaid European interviews.

The first place is claimed by Count Caloredo Mansfield, a handsome young Austrian with a diplomatic post in Rome, whose marriage with Miss Nelly Iselin, one of our most beautiful young Americans, takes place shortly in this city. Count Mansfield talked pleasantly of America, and, in conversation with the *New York American's* representative, shattered the popular idea on this side of the Atlantic that titled Europeans who have met and associated with the most delightful women in the Old World occasionally come across the Atlantic in search of American dollars.

They come here, said the Count, because American girls are more beautiful than the rest. No woman in the world, he declared enthusiastically, compares in beauty with the American women. It is not entirely confined to the handsomer either, if I can judge from the fleeting glimpses I have had in this land, a glimpse of a wonderfully picturesque section of the South and New York. I have seen in the shops, in the streets, and everywhere pretty and attractive women and girls.

Count Mansfield, according to the same interview, described New York as the "greatest and most impressive city in the world," and thereby earn immunity from native criticism until he sails for Europe.

Next comes Dr. Aked, late of Liverpool, now pastor of the millionaire Baptist Church, in Fifth Avenue, to whom the *New York World* devotes two columns and an excellent portrait.

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F. H. MAY
President.

SARDINES FOR THE ORIENT.

Under the above caption the *Manila Cobic* news-American states that recent investigations made into the fisheries of the Philippines have made it clear that there are great possibilities of great concern that may enter the field to supply the entire orient with two of the products of the sea to be found on almost every American and European table—the sardine and the anchovy.

Discussing his investigations into fisheries for human consumption and their commercial values, Alvin Seal, the fishery expert of the Bureau of Science, says that while thousands of pesos worth of canned sardines are imported annually into the Philippines, the waters of every island in the group swarm with this fish which, by the use of good seassoil oil, could be turned into a most profitable commercial product.

The sardine belongs to the herring family, of which there are over 13 distinct species in Philippine waters, all of commercial value. Large numbers are caught in Manila bay at all seasons of the year.

There are at least four different species of anchovies in local waters. Of this fish Mr. Seal says: "The common anchovy, the dills, is found in great numbers along the shores of almost all the islands of the group.

This species is a delicate little fish of fine flavor and would bring a good price if put up in an attractive form either in oil or spike, or if made into anchovy paste."

Among the many other kinds of fish of commercial value mentioned by Mr. Seal are the silverside, the most abundant fish in the Philippines; the mullets of which there are eight specimens of the family known here, "all of them good food fishes and of commercial value."

Then there are the mud fish, the snappers, the mullets of which there are ten kinds; and the sun fishes, of which there are 33 species; and the milk fishes so common among the Moors.

Discussing Mr. Seal's statement the director of the Bureau of Science says: "During the nine months from January 1 to September 30, 1908 the Philippines imported 125,452 pesos worth of fish from the United States, 28,234 pesos worth of fish from Canada, 166,948 from Spain and 76,576 in fish from China. We export to British East Indies during this time 110,000 pesos worth of pearl shell, 32,583 of tortoise shell and 55,443 of other fish products."

The list of imports and exports as given in the quarterly summary of the commerce of the Philippine Islands for that period shows the exports to amount to \$106,886 and the imports to \$149,762.

"Thus our fishery import for this period," continues the director of science, "exceeds our exports by \$191,376, a condition for which there can be no good excuse, as it simply shows our failure to utilize the rich natural resources of the Philippine waters."

THE SEXAPHONE.

INSTRUMENT TO DETECT SEX OF THE UNBORN.

Mr. Williams is a working engineer who also keeps hens at Caxford. One day when in his workshop he noticed that some small steel articles suspended from the wall by wire quivered without any apparent cause. As the quivering continued, he hunted about to discover what was the source of the disturbance. Immediately below the pendulum steel someone had placed a basket of eggs. He removed it to see if there was any magnet beneath. No sooner had he done so than the quivering ceased. He replaced the basket and the quivering recommenced. Clearly there was some connection between the quiver that was felt by the steel and the egg. Mr. Williams began experimenting with this hitherto unsuspected sympathetic relation between steel and egg. He found that a sterile egg left the steel unmoved. Continuing his experiments, he found that one egg would cause the steel to move backwards and forwards like the pendulum of a clock, while another egg would cause it to rotate with a circular motion. He hatched out the first egg, and the chick that came out was a pullet. He hatched out the second, and out came a cockerel. In this wise it was that Mr. Williams stumbled upon what may be the key to many mysteries, viz. the latent power of sex in eggs to move a pendulum of steel from side to side if the egg be female, in a circle if it be male.

I met Mr. Williams at the Daily Mirror exhibition of the sexaphone at the Hotel Cecil, writes a correspondent in Review of Reviews.

Are you sure you are right? I asked.

VERIFICATION.

I have verified it a thousand times. Last year I hatched out hundreds of eggs in my three incubators, and they came out true to indication every time. Of course I never set eggs shown to be sterile.

Then all your certificated eggs hatch out, and always true to the sex shown by your little machine?

That is so. At first I was clumsy and made a few mistakes. But my wife can test 200 eggs an hour, and we hatch out 100 per cent, and have just the proportion of cockerels or pullets, that we prefer.

What is your machine? Here it is, said Mr. Williams, producing a sexaphone; one is simply a fine steel wire, from which is suspended a small steel weight. That is the more sensitive. The other is a trifle more elaborate, but the principle is the same.

And does sex always affect it in the same way?

Invariably. Man or woman, bird, beast, or fish—the instrument never fails. I have tried it on armadillos and ells. But try it yourself.

So I tried it on General Alfred Turner's head. The little ball quivered, moved slowly, and soon was gyrating round as if it would never stop. I tried it on a lady's head. Then the steel ball began to swing back and forth like the pendulum of a clock. Perhaps it is suggestion, I objected.

It moves as we expect it to do. SEVERE TEST.

Try it on an animal whose sex is unknown. Here is a hedgehog. Are guinea-pigs, pigeons, rabbits

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.
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Telegraphic Address: PRESS Codes: A.B.C.
P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

KONGMOON DISTRICT.

LOCAL NOTICE TO MARINERS.

CHANGE OF CHARACTER OF WANGMOON BEACON LIGHT.

NOTICE IS HEREBY GIVEN that the character of the WANGMOON BEACON LIGHT will be changed from WHITE to RED from the 15th June, 1909.

F. ALLSHORN,

Harbour Master.

IMPERIAL MARITIME CUSTOMS, APPROVED.

J. V. LOUREIRO,

Assistant-in-Charge.

Kongmoon, 1st June, 1909. [613]

TO LET.

FIRST FLOOR, NO. 6, ICE HOUSE ROAD. NINE ROOMS, Electric Fittings. Suitable for Offices or Dwellings. Apply— TATA SONS & CO., NO. 6, Ice House Road, Hongkong, 2nd June, 1909. [614]

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

FOR EUROPE.

THE I.G.M. Steamship,
"PRINZ EITEL FRIEDRICH," Capt. E. Malchow, will leave TO-MORROW, the 3rd inst., at 10 A.M.

NORDDEUTSCHER LLOYD,

MELCHERS & CO.,

General Agents.

Hongkong, 2nd June, 1909. [5]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, COLOMBO, ADEN, SUZ AND PORT SAID.

Taking Cargos at through rates to the BRAZILS to RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship,

"E. F. J. ANZ FERDINAND," Captain E. Nitache, will be despatched as above on SATURDAY, 26th inst., P.M.

This Steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess.

For information as to Passage and Freight, apply to— SANDER, WIELER & CO., Agents, Prince's Buildings, Hongkong, 2nd June, 1909. [3]

NOTICE.

THE MANAGER of KENNEDY'S STABLE begs to inform the residents of KOWLOON and district that provided sufficient support be forthcoming he will be prepared to establish a SHOEING FORGE at KOWLOON where Horses and Ponies can be shod by experienced Shanghai farriers on stated days to be arranged later.

Inasmuch as expense will be incurred in hiring suitable premises and in fitting up the forge the Manager hopes that the Scheme will have general support.

Those desirous of availing themselves of the above are requested to send in their names and number of Horses and Ponies to the Under-signed.

G. W. GEGG,
Manager,
Kennedy's Stables,
Hongkong, 5th May, 1909. [705]

WANTED.

HOUSE on the UPPER LEVEL must be detached, with at least 7 or 8 Rooms, and Servant Quarters. Unfurnished. Apply— "K."
Care of The Yokohama Specie Bank, Ltd., Hongkong, 28th May, 1909. [705]

MONEY TO LEND.

\$150,000 to invest on Mortgages for smaller amounts can be considered. Send Particulars of Securities offered to "X."
Care of "Daily Press" Office, Hongkong, 20th May, 1909. [537]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily. Sunday excepted, to receive and deliver perishable goods. G. K. HAXTON, Manager, Hongkong 1st April, 1909. [49]

DON'T DELAY!

JUST UNPACKED:

INDIAN LONGCLOTH,
NAINSOOK,
LINEN,
MADAPOLAM,
MUSLIN,
PER-IAN LAWN.
HOOSAIN-ALI & CO.,
14, Queen's Road, Central, Hongkong, 1st June, 1909. [41]

FOR SALE

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ELECTRIC PLANT

Consisting of— TWO 125 Kilowatt STEAM ALTERNATOR SETS: Output, 50 Amperes at 2100 Volts. The Sets comprise Vertical Compound Medium speed Engines, 205 revolutions per minute, by Messrs. ROBERT & CO., direct coupled to Alternators by Messrs. JOHNSON and PHILLIPS, complete with Exciters, &c.

ALSO ONE HORIZONTAL COMPOUND JET CONDENSING STEAM ENGINE, 100 Horse power by Messrs. BROWNE & LINDLEY. For further particulars apply—

HONGKONG ELECTRIC CO., LTD., St. George's Buildings, Hongkong, 23rd April, 1909. [649]

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Cameras fitted with "ZEISS," "GOKEZ," "ROSS" & "ALDIS" Lenses.

DEVELOPING AND PRINTING A SPECIALITY.

Hongkong, 24th April, 1909. [37]

A LING & CO..

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1909. [629]

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TO LET.

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Immediate Possession. Rent exceptionally moderate.

Apply to— KAM FOOK,

No. 107, Wellington Street, behind the Star Hotel or Keeper of No. 6, Godown on the Spot.

Hongkong, 28th May, 1909. [797]

TO LET.

LARGE OFFICE ROOM, on 2ND FLOOR of Prince's Building.

Moderate Rent.

Apply to— "C."

Care of "Daily Press" Office.

Hongkong, 5th May, 1909. [706]

POPULAR SUMMER RETREAT.

ONE of the BEST HOUSES at Kuliang, the Beautiful Summer Resort and Sanitarium, near Foochow, to be let, fully furnished, for the whole season. Apply to Office of this paper for references.

Foochow, 22nd May, 1909. [794]

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DAVID SASSOON & CO., LTD.,

Hongkong, 1st May, 1909. [553]

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C. H. COOPER & CO., LTD.,

Hongkong, 14th May, 1909. [50]

TO BE LET.

MESSES. JARDINE, MATHESON & CO., LTD.,

Hongkong, 31st May, 1909. [807]

TO LET.

T. B. L.,

Care of "Daily Press" Office.

Hongkong, 11th May, 1909. [723]

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N. O. 7, MACDONELL ROAD.

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Hongkong, 25th May, 1909. [782]

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is most serviceable in warm climates as a preventive of prickly-heat or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

Which meets your special need?
Each suits the climate.

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When you feel thoroughly exhausted after a heavy day's work, begin your dinner with a BOVRIL Soup, and so ward off indigestion.

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stimulates the gastric juices and immediately strengthens and invigorates the whole system.

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Hongkong, 16th October, 1907.

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58

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55

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SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
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791

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NATURAL APERIENT WATER

Bottled at the Springs, Budapest, Hungary.
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GOLD MEDAL,
St. Louis, 1904.

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before Breakfast.

[607-1]

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(CHAPOTEAUT)



LADIES SAFE REMEDY

For functional troubles, delay, pain
and those irregularities peculiar to
the sex.

Prescribed by the highest French
Medical authorities and superior to
Tansy, steep Drops and Penny royal.

CHAPOTEAUT, 8, rue Vivienne, Paris.
Sold by all Chemists.

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This VAT WAS STARTED BY THE LATE ROBERT THORNE
OF GREENOCK AND HAS BEEN SOLD SINCE 1853.

PER CASE

55

WESTERNISING THE EAST.

LORD WILLIAM CECIL'S VIEWS.

We published some weeks ago a letter written from China on the above subject by Lord William Cecil for publication in the London *Daily Express*. In a further letter Lord Cecil writes:—

In my last letter I said that there were difficulties in the way of an educational advance in China, difficulties which impede the development of the organization of a complete educational system. To begin with, China thinks Western education as it comes to her is demoralising—not I say, as it comes to her; that is, after it has passed through the hands of the Western materialists and their Japanese imitators.

Western education, for instance, as it is taught in Tokyo University, appears to the Chinaman—and I think to others also—to be a sort of mental poison, calculated to reduce the morality of any nation down to zero, even if that nation be blessed with high ethical principle. And when poor China tastes this mental poison as it is dispensed by her Japanese teachers she realises that it will soon bring her State with its time-honoured customs to nothingness.

Japanese thinkers say, for instance, that it is good believing in religion since all the ablest men of the West are unbelievers. Leaving on one side the falseness of such a statement, can you wonder that the Chinese find the results of such teaching demoralising? Chinese morality, even before it has been submitted to such a destructive process, is not very exalted, but there are matters on which its teaching is excellent, and which depend on Chinese religion.

HONESTY:—A Chinese will cheat and will lie against anyone in most things, but on certain points he is absolutely reliable. These points, under the process of Westernisation, are getting distinctly fewer, as the German traders in Tientsin have found out, who are now rather ruefully counting over their bad debts, which they have allowed to accumulate on the theory that the Chinese always meet their trade obligations.

Again, the Chinaman will leave a fellow-Chinese man to die in a gutter full of water as the chief engineer of this ship saw done in Shanghai. And this was not an exceptional case as Dr. Macklin, of Nanking, tells me. That Canadian philanthropist—or shall I say saint?—rides along the roads, picking up dying Chinamen, and saves their lives, and, as a rule, he gets no help from their fellow-countrymen. Yet no Chinaman of the old sort will allow his father or his brother or any relation or even his guilty-brother to want, even if he has to divide his last crust with him. But the modern Westernised Chinaman has no such scruples, and while he has not learnt to play the good Samaritan, he has even forgotten the sacred obligation to his own father—thus I was informed by several Chinese gentlemen of rank.

Or, to take another instance, Chinese permit polygamy; women are regarded as inferior beings, and their condition, compared to women of the West, is very miserable. There have been a few white women who have been so foolish as to marry Chinamen, and they have suffered much. Yet, when we have said this, we must remember that the Chinaman has a high ideal of public decency. You will never see an indecent picture except in a foreign shop-window, and I was told by a Chinese gentleman that they would never allow their wives to look at such a picture.

DEMORALISATION.

But the Westernised Chinaman is already acquiring a reputation for unseemly behaviour. Female students dress like men, they go on picnic parties without chaperones, or they have their clothes cut extremely tight. Can you wonder that many of the best men in China—good Conservatives of that most conservative land—are shaking their heads and saying that under Western influences their nation is going to the dogs?

Perhaps what impedes the development of Western education in Chinese universities most of all is the reputation that the Westernised Chinaman who teaches in these universities has of being a revolutionary. The consequence is that China halts in her advance. Mind you, I am not saying that there is going to be a reaction in favour of the old learning; China quite understands that unless she will accept modern ideas she will no longer be able to call her land her own. She is constantly reminded of this by the Russians in the north, by the English at Weihaiwei and Hongkong, by the French in Yunnan, by the Germans in Shantung, and, lastly and especially, by the Japanese in Manchuria, who will not even let her build railways in her own country; and so she is going to modernise.

To many a Chinaman it seems as if it were a choice between two evils—the demoralisation of Western education or the certainty of Western domination; sadly they prefer the former. Of course, many of my readers will say, "Why must Western education be regarded as demoralising?" The answer is because all education divorced from religion has by the universal experience of mankind been found demoralising. Christians, Buddhists, Brahmins, Jews, Mahometans disagree about most things, and yet on this point they are agreed that education and religion must go hand in hand, or else there will be bad results.

NO RELIGION.

The Western educator of the Far East, if he is not a missionary, believes in education without religion. Irreligious education is in full swing at Tokyo; the Germans are going to start another non-religious university at Shantung; some people say the English university at Hongkong is going to be non-religious, but I hope wiser counsels will prevail and, at any rate, religious hosts in connection with the university will be permitted.

It makes one sad to think of poor China, with these three great universities hard at work turning out not good Confucians, good Buddhists, good Jews, or good Christians but just producing men without faith, and therefore without principle, without truth, and without honesty, who shall go throughout the length and breadth of China making the name of the West odious to all right-minded men. For, after all, civilisation without religion has hitherto proved a failure. Certainly, Western civilisation without Christianity is like Hamlet without Hamlet left out. All its ideals are Christian, and it is an unreasonable system unless you accept a Christian basis for your thought.

Every Western thinker, even those who profess unbelief, has lived in an atmosphere of Christian thought. And those to whom we owe most have not hesitated to refer their inspiration to the teaching of the Bible. A Shanghai newspaper said the other day that it wanted a Chinese Howard to reform the Chinese prisons. Would Howard ever have reformed the prisons if he had not been a Christian? Would Wilberforce have freed the slaves if he had been educated at Tokyo or at Shantung Universities? Think of the statesmen who have made England great, from Raleigh to Gladstone. Statesmen who have differed absolutely on many points, as Strafford and Cromwell, have been united on this one point. Where would England be without the teaching of Latimer and Laud, of Richard Baxter and John Milton, of Pusey and Simeon, of Bunyan and Wesley?

THE HONGKONG UNIVERSITY.

I should have said the English-speaking race, for it was the Pilgrim Fathers who founded the States, and it is the Wesleyan thought that has largely guided them. But I take up too much of your paper.

I hear that the prospectus of the Hongkong University speaks of making a special effort to build up character; but how? I understand it is to be without religion, certainly without Christianity. This truly is making bricks without straw; may, without clay as well. How will that have any result? Why, China is a living proof to the contrary.

If every Chinese ruler ever thought of keeping the excellent maxims that were written by Confucius, and that are learnt by heart by every educated Chinese boy, China would be an ideal country. Chinese morality is as low as its ethics are high. It is a standing example of the uselessness of good advice. Yet the same old plan is to be tried again, in spite of its obvious failure; only the authority on which the good advice rests is to be largely diminished—the teacher is not to say, as the Chinese teacher says now: "This advice comes down to you from Confucius, and has been repeated by your fathers"; but he is to say, if he tells the truth: "The good advice I give you is a mere invention of a few theorists; it has never obtained acceptance in the West except in France, and there its results are injurious; so we are going to try it in the East."

FALLOUT.

Capt. Bresley and Mr. White (Hongkong) beat Messrs. H. Middleton and R. J. Saunders (Shanghai) 6-3, 6-2 (twelve games to four).

Capt. Bresley and Mr. E. G. J. Byrne (Hongkong) beat Messrs. G. M. Wheelock and R. I. Fearon (Shanghai) 4-6, 6-2, 6-3 (Sixteen games to eleven).

Capt. Bresley and Mr. Byrne (Hongkong) beat Messrs. Saunders and Middleton (Shanghai) 6-0, 6-2 (twelve games to two).

Capt. Bresley and Mr. T. A. White (Hongkong) beat Messrs. Wheelock and Fearon (Shanghai) 7-5, 1-6, 6-4 (fourteen games against fifteen).

the next to serve and he pulled off the game, the other side scoring 30.

Capt. Bresley and Mr. Byrne then changed over and, playing Middleton and Saunders, gave them a worse beating than the latter had received at the hands of Brierley and White, the scores being 6-0, 6-2. Messrs. Brierley and White played Wheelock and Fearon in the final rubber. The first set went in favour of Shanghai secured an easy win in the second set by six games to one, but the Hongkong representatives regained their form in the concluding game which they carried off by six games to four.

Details of the results are as follow:

Capt. Bresley and T. A. White (Hongkong) beat Messrs. H. Middleton and R. J. Saunders (Shanghai) 6-3, 6-2 (twelve games to four).

Capt. Bresley and Mr. E. G. J. Byrne (Hongkong) beat Messrs. G. M. Wheelock and R. I. Fearon (Shanghai) 4-6, 6-2, 6-3 (Sixteen games to eleven).

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Capt. Bresley and Mr. T. A. White (Hongkong) beat Messrs. Wheelock and Fearon (Shanghai) 7-5, 1-6, 6-4 (fourteen games against fifteen).

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELHI"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on cargo:—
From London, &c., ex.s.s. "China."
From Calcutta, ex.s.s. "Borneo."
From Persian Gulf, ex. H. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 2nd June, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted by the Consignee of their goods from alongside.

Optional cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any cargo impeding her discharge will be landed at consignee's risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd June, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 28th May, 1909. [804]

NORDDEUTSCHER LLOYD, BREMEN,
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ISTRIA"

Captain Rohde, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any cargo impeding her discharge will be landed at consignee's risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

All claims must reach us before the 8th June, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Under-signed.

SHIPPING.**ARRIVALS.**

ANAKI MARU, Japanese str., 2,183, T. Ota, 31st May—Mok 23rd May, Coal—Mitui Bassan Kaihō.
CHUNSONG, British str., 1st June—Canton.
HAROUN, British str., 630, J. W. Evans, 1st June—Swatow 31st June, General—Douglas Lapraik & Co.
JACOB DIEDERICHSSEN, German str., 630, A. Hansen, 31st May—Haiphong, Paktot and Hoihow 29th May, General—Jehren & Co.
MONGOLIA, American str., 8,750, Henry E. Meaton, 1st June—San Francisco 5th May, Mail & General—P. M. S. S. Co.
PELENO, British str., 7,441, W. T. Hansen, 31st May—Liverpool via Singapore 24th April, General—Butterfield & Swire.
PETCHARUBI, German str., 1,373, C. Gosewisch, 1st June—Bangkok 24th May, Rice—Butterfield & Swire.
SOMALI, British str., 6,700, R. Peters, 1st June—Yokohama and Shanghai 29th May, General—P. & O. S. N. Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
1st June.
Choshun Maru, Jap. str., for Swatow.
Chunsong, British str., for Hongkong.
Fri, Norwegian str., for Haiphong.
Haimin, British str., for Swatow.
Kitano Maru, Jap. str., for Singapore.
Moeyure, British str., for Singapore.
M. S. Deller, British str., for Moji.
Shibetora Maru, Jap. str., for Tukao.
Sonoda, British str., for Singapore.

DEPARTURES.

31st May.
CHIYUEN, Chinese str., for Canton.
LANDER SCHIFFE, Ger. str., for Canton.
OLDENBURG, German str., for Kiranchow.
1st June.
CHEONGSHING, British str., for Weihaiwei.
CHINHUA, British str., for Canton.
CHOYKANG, British str., for Canton.
HAICHING, British str., for Swatow.
HEIM, Norwegian str., for Saigon.
HONGKONG MARU, Japanese str., for Moji.
KAIFONG, British str., for Manila.
KOHSIUNG, German str., for Bangkok.
LORROK, German str., for Bangkok.
TRIGONIA, Dutch str., for Palaueng.
SHIPPING REPORTS.
The British str. Somali reports: Fine and smooth voyage, moderate N.Easterly winds.

VESSELS IN DOCK.

June 1st.

ABERDEEN DOCK.—
KOWLOON DOCK—Sunatra, Atlantis.
COSMOPOLITAN DOCK—Asia.
TAIKOO DOCK—Maple Leaf, Chenan, Tean.
VESSELS PASSED ANJER.

VESELLED ON THE BERTH

For SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA. B.C. SEATTLE & TACOMA
via
MOJI, KOBE AND YOKOHAMA.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
GENERAL AGENTS,
QUEEN'S BUILDINGS.

Hongkong, 21st May, 1909.

VESELLED ON THE BERTH**FOR SINGAPORE, PENANG AND CALCUTTA.**

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"GREGORY AFCAR," Captain S. H. Bason, will be despatched for the above Ports on SATURDAY, the 5th June, at Noon, instead of as previously advertised.
For Freight or Passage, apply to DAVID SASOON & CO., LTD., Agents.

Hongkong, 1st June, 1909.

"SHIRE" LINE OF STEAMERS, LTD.

For SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"SEGUIRA," Captain Hayes, will be despatched as above on or about the 8th June.
The attention of passengers is drawn to the excellent accommodation provided by this vessel. She is fitted throughout with Electric Light and carries a doctor and stewardess.
For Freight or Passage, apply to JARDINE, MATTHESON & CO., LTD., Agents.

Hongkong, 26th May, 1909.

HONGKONG—BOSTON & NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.
FOR BOSTON AND NEW YORK VIA
PORTS AND SUEZ CANAL
(With Liberty to call at the Malabar Coast.)

SS. "INDRANI" ... On 16th June.
For Freight and further information apply to SHEWAN TOMES & CO., General Agents.

Hongkong, 25th May, 1909.

VESELLED ON THE BERTH

DAMPSCHIFFS-VEREINIGUNG UNION
ACTIEN-GESELLSCHAFT.

FOR NEW YORK
(With Liberty to Call at Malabar Coast).

THE Steamship

"WOGLINDE," Captain Mohr, will be despatched as above on or about the 7th June.
For Freight apply to CARLOWITZ & CO., Agents.

Hongkong, 23rd May, 1909.

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THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,
AUSTRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI," Captain G. W. Gordon, B.N.E., carrying His Majesty's Mails will be despatched from this port for Bombay, &c., SATURDAY, the 12th June, at 12 NOON, taking passengers and cargo for the above ports in connection with the Company's ss. "MOOTON," 10,000 tons, from Colombo, passenger accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and
for London (under arrangement) will be
transhipped at Colombo into the mail steamer
proceeding direct to Marseilles and London,
other cargo for London, &c., will be conveyed
via Bombay by the R.M.S. "PESSIA" due
in London on the 25th July, 1909.

Parcels will be received at this Office until
4 P.M. the day before sailing. The contents
and value of all packages are required.

For further particulars, apply to E. A. HEWETT,
Superintendent.

Hongkong, 31st May, 1909.

[1]

"SHIRE" LINE OF STEAMERS LTD.

FOR MARSEILLES, LONDON AND
ANTWERP.

THE Steamship

"DENBIGHSHIRE," Captain W. Barrett, will be despatched as above on or about the 12th June.
For Freight or Passage apply to JARDINE, MATTHESON & CO., LTD., Agents.

Hongkong, 28th May, 1909.

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REGULAR STEAMSHIP SERVICE
(WITH LIBERTY TO CALL AT MALABAR
COAST).

PROPOSED SAILINGS FROM HONGKONG.

THE Steamship

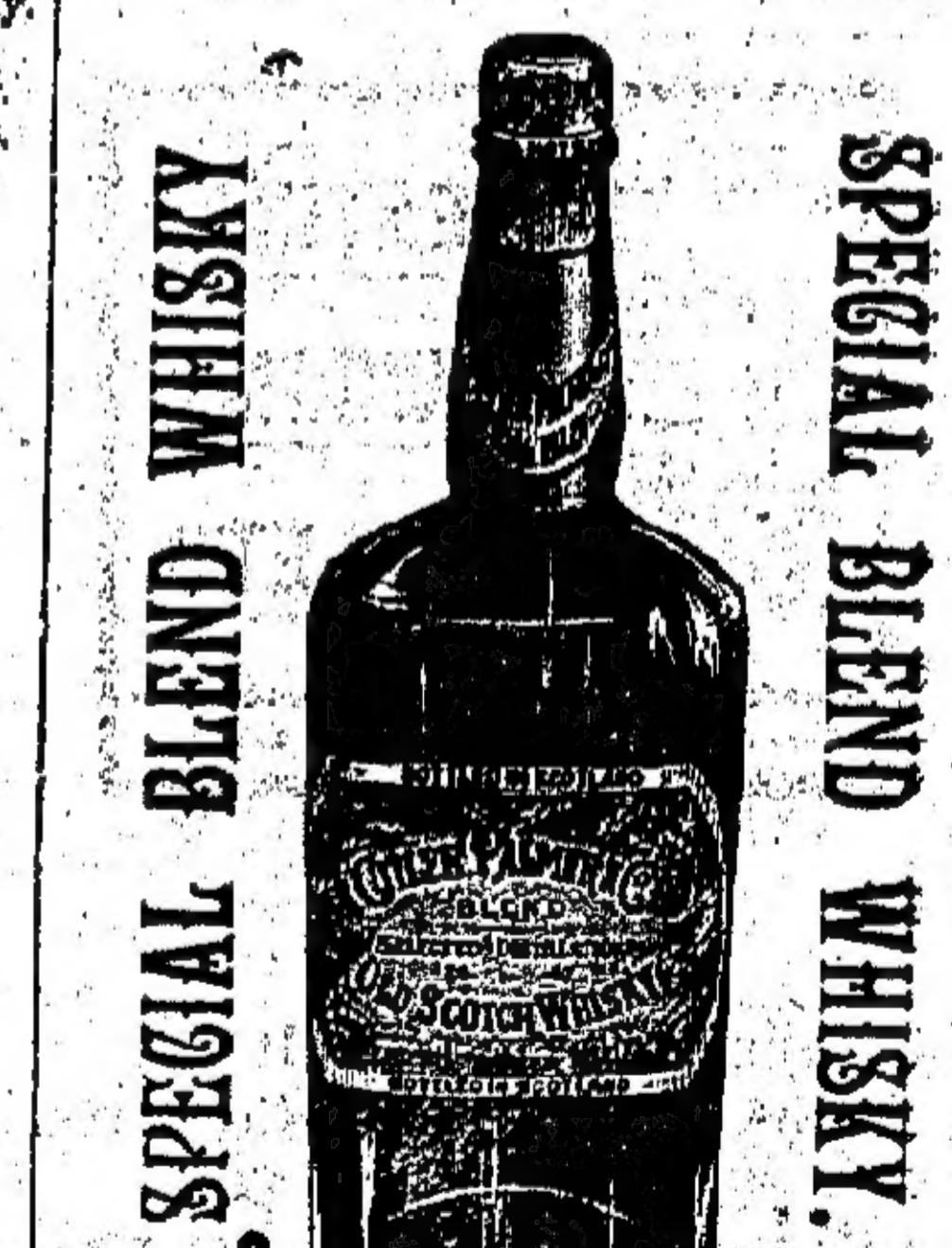
"DENBIGHSHIRE," Captain W. Barrett, will be despatched as above on or about the 12th June.
For Freight or Passage apply to JARDINE, MATTHESON & CO., LTD., Agents.

Hongkong, 28th May, 1909.

[599]

NATAL LINE OF STEAMERS.

THE Undesignated GENERAL AGENTS
in CHINA and JAPAN for the above Lines
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with Indo-
CHINA STEAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,
apply to DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1898.[9]

Cutler, Palmer & Co.'s

SHIPPERS
Cutler, Palmer & Co., London.
AGENTS

SIEMSEN & CO.,
HONGKONG.

ON SALE

THE FIFTY YEARS
ANGLO-CHINESE CALENDAR.

日曆英中年十五
From 1st JANUARY, 1864 to 31st DECEMBER
1913, BEING FROM THE 1ST YEAR OF THE
16TH CYCLE TO THE 50TH YEAR OF THE
76TH CYCLE.

PRICE \$2 CASH.

On Sale at the "HONGKONG DAILY PRESS"
OFFICE, or Agents in all the Ports of the
Far East.

The Book will be sent by Registered Post
(free) to any part of the World unrepresented
by Agents on receipt of Money Order.

**CANADIAN PACIFIC RAILWAY CO'S
ROYAL MAIL STEAMSHIP LINE.****"EMPERESS LINE."**

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver, B.C. The only Line that maintains a Regular Schedule Service of DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER
SAVING 5 to 7 DAYS OCEAN TRAVEL.

From Hongkong
"EMPERESS OF JAPAN" SAT, 12th June. "ALLAN LINER" FRIDAY, 9th July.
"EMPERESS OF CHINA" SAT, 3rd July. "EMPERESS OF IRELAND" FRI, 30th July.
"MONTEAGLE" WEDDAY, 14th July. "EMPERESS OF INDIA" SAT, 24th July.
"EMPERESS OF JAPAN" SAT, 14th Aug. "EMPERESS OF BRITAIN" FRI, 10th Sept.
"EMPERESS" Steamships leave HONGKONG at 6 P.M.
"Monteagle" at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KORE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10
Intermediate on Steamers £43 £45.

Frist Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

MESSAGERIES MARITIMES**FRENCH MAIL LINES.**

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA
SHANGHAI.

FOR STEAMERS
SHANGHAI, KOBE & YOKOHAMA "TOURANE" Capt. Lancelin
MARSEILLES, VIA PORTS "POLYNESIEN" Capt. Broo
SHANGHAI, KOBE & YOKOHAMA "ARMAND BEHIC" Capt. Guionnet
MARSEILLES VIA PORTS "SYDNEY" Capt. Reinfat
TOURANE About 7th June
"POLYNESIEN" On 8th June, 1 P.M.
"ARMAND BEHIC" On 21st June, P.M.
"SYDNEY" On 22nd June, 1 P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from \$27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For further Particulars, apply to P. DE CHAMP MORIN, AGENT, Queen's Building.

Hongkong, 2nd June, 1909.

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**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

STEAMERS	TO SAIL	REMARKS
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARMESSES	SOMALI, CAPT. R. A. Peters	10 A.M., 2nd June Freight and Passage.
SHANGHAI, MOJI, KOBE, SIMLA AND YOKOHAMA	CAPT. C. D. Goldsmith, R.N.E.	About 3rd June Freight and Passage.
SHANGHAI	DEVANHA, CAPT. W. Haywood, R.N.E.	About 10th June Freight and Passage.
LONDON VIA USUAL PORTS	DELHI, CAPT. G. W. Gordon, R.N.E.	Noon, 12th June See Special Advertisement.

For further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 2nd June, 1909.

**EAST ASIATIC CO., LTD.
COPIENHAGEN, SINGAPORE, BANGKOK & SHANGHAI
RUSSIAN EAST ASIATIC CO., LTD.
ST. PETERSBURG & VLADIVOSTOK
SWEDISH EAST ASIATIC CO., LTD.
GOTHENBURG.**

**PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.**

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN AND GOOTHEBURG	"CANTON"	About 8th June.
SHANGHAI, YOKOHAMA AND KOBE	"SIAM"	Middle of June.
For Further Particulars apply to	MELCHERS & CO., AGENTS.	Hongkong, 24th May, 1909.

6

NIPPON YUSEN KAISHA.

**EXTRA PASSENGER SERVICE NEW STEAMERS—
EUROPEAN LINE.**

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

KITANO MARU - (Capt. F. F. COPE) - About Wed. 2nd June.

HIRANO MARU - (Capt. H. FRASER) - About Wed. 30th June.

KAMO MARU - (Capt. F. L. SOMMER) - About Wed. 26th July.

MISHIMA MARU - (Capt. A. E. MOSES) - About Wed. 25th August.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 8th May, 1909.

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**NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)**

**PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.**

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, AND PORT SAID	WAKASA MARU SADO MARU TOSA MARU SHIMIZU MARU NIKKO MARU KUMANO MARU MOYORI MARU YOKOHAMA MARU SANUKI MARU KOBAYASHI MARU YOKOHAMA MARU YOKOHAMA MARU YOKOHAMA MARU YOKOHAMA MARU	6500 6500 6000 5500 6000 6000 4500 5000 6000 6000 6000 6000 9000	WED'DAY, 9th June, at Daylight WED'DAY, 23rd June, at Daylight TUESDAY, 8th June, at 4 P.M. TUESDAY, 22nd June, at 4 P.M. FRIDAY, 11th June, at Noon. FRIDAY, 9th July, at Noon. THURSDAY, 3rd June. THURSDAY, 3rd June. WED'DAY, 9th June. FRIDAY, 11th June, at Noon. FRIDAY, 11th June, at 5 P.M. FRIDAY, 18th June, at Noon.
SHANGHAI, MOJI, KOBE, YOKOHAMA AND MELBOURNE	Capt. N. Nielsen Capt. Geo. Anderson Capt. T. Harrison Capt. K. Kawara Capt. M. Yagi Capt. N. Matheson Capt. J. C. Richards Capt. M. Winckler Capt. N. Matheson Capt. K. Homma Capt. A. E. Moses	6500 6500 6000 5500 6000 6000 4500 5000 6000 6000 6000 9000	at Daylight at Daylight at 4 P.M. at 4 P.M. at Noon. at Noon. June. June. June. June. June. at Noon.
SYDNEY AND MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	Capt. N. Matheson Capt. J. C. Richards Capt. M. Winckler Capt. N. Matheson Capt. K. Homma Capt. A. E. Moses	6000 4500 5000 6000 6000 9000	THURSDAY, 3rd June. THURSDAY, 3rd June. WED'DAY, 9th June. FRIDAY, 11th June, at Noon. FRIDAY, 11th June, at 5 P.M. FRIDAY, 18th June, at Noon.
BOMBAY AND COLOMBO	Capt. M. Winckler	5000	Cargo only.
SHANGHAI, YOKOHAMA, KOBE AND MOJI	Capt. N. Matheson	6000	From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.
FOOKSANG AND KUTSANG	Capt. K. Homma	6000	For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER. [15]

HONGKONG-MANILA.

Highest Class, newest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

**CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.**

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	E. Rodger	Manila	On 5th June, Noon.
RUBI	2540	E. W. Almond	Manila	On 12th June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 31st May, 1909. [14]

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	TO SAIL
"HAIMUN," CAPT. EVANS	SWATOW, WED'DAY, 2nd June, at 1 P.M.
"HAITAN," CAPT. J. S. ROACH	SWATOW, AMOY & FOOCHOW, FRIDAY, 4th June, at 1 P.M.
DOUGLAS, LAPRAIK & CO., LTD.	GENERAL MANAGERS.
Hongkong, 2nd June, 1909.	[10]

OCCUPYING 24 DAYS.
The Steamers "KUTSANG," "NAMBANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 5 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS. Hongkong, 2nd June, 1909. [16]

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG-SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
SHANGHAI VIA SWATOW, ("CHOSHUN MARU")	WED'DAY, 2nd June,	
AMOY & FOOCHOW	CAPT. T. SUBUA	at 9 A.M.
TAMSUI VIA SWATOW ("DAIGI MARU")	SUNDAY, 6th June,	
& SWATOW	CAPT. H. MURAYAMA	at 10 A.M.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings, Hongkong, 1st June, 1909. T. ARIMA, Manager. [13]

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo on through Bills of Lading to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG : HOMEWARD.

FOR BREMEN, HAMBURG & ROTTERDAM : S.S. SUEVIA	11th June
FOR HAVRE & HAMBURG : S.S. SENEGAMBIA	17th June
FOR MARSEILLES, BREMEN & HAMBURG : S.S. SCANDIA	1st July
FOR MARSEILLES, HAVRE & HAMBURG : S.S. SILVIA	2nd July
FOR ANTWERP, ROTTERDAM & HAMBURG : S.S. SITHONIA	8th July
FOR HAVRE & HAMBURG : S.S. ISTRIA	10th July

Further Particulars, apply to H. OISHI, Manager.

HONGKONG-AMERIKA LINIE, Hongkong Office. [12]

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	First half of June	JAVA	First half of June
TJILATJAP	JAVA	First half of June	SHANGHAI	First half of June
TJILIWONG	JAVA	First half of June	JAPAN	First half of June
TJIPANAS.	JAVA	Second half of June	SHANGHAI	Second half of June
TJIKINI	JAVA	Second half of June	JAPAN	Second half of June
TJIMAH	JAVA	First half of July	SHANGHAI	First half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the JAVA-CHINA-JAPAN LIJN.
York Buildings, 1st Floor.
Hongkong, 23rd May, 1909.

Telephone No. 375.

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OSAKA SHOSEN KAISHA.



INAUGURATION OF NEW TRANS-PACIFIC LINE.

Regular Service, Connecting at TACOMA with THE CHICAGO, MILWAUKEE, AND PUGET SOUND RAILWAY AND THE CHICAGO,

